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EMPORIUM.
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Repairs executed with promptitude and skill.
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AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
Buy all kinds of Curious at Moderate Prices.
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Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
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A natural and most pleasant wine to the taste.
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THE "PALL MALL," \$20 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL.
BLEND WHISKY, \$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.
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Best Value in
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Monthly Payment System.
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Our Speciality.
INSTRUMENTS.
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(Grand Stock reduced to Clear for Summer.
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LAUNCHES FOR SALE.
TWO are—Length, 62 feet over all; Breadth,
11 feet 6 inches; Depth, 6 feet 6 inches;
Compound Surface Condensing Engine, 8 inches
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Working Pressure, 125 lbs.
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The above Three Launches were built in
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Plans and Specifications of the same can be
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Please apply to—
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Hongkong, 15th April, 1901.

PORTLAND CEMENT.
\$5.00 per Cask of 97½ lbs. net ex Factory.
\$5.10 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900.
WILLIAM MACLEOD, D.D.S.,
DENTIST.
BEACONSFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank.)
Hongkong, 10th November, 1900.
NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at the
JESSELTON for the NORTH BORNEO
GOVERNMENT, particulars of which may be
seen at the Office of
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th February, 1901.
PORTLAND CEMENT
J. B. WHITE & BROS
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 18th September, 1899.

HOTEL
"BOA VISTA" HOTEL,
MACAO.
CHARMING HOTEL for Tourists to
Spend a few days in the Holy City.
Macao is 40 miles West of Hongkong, and
the trip is made each day (Sundays excepted) by
the Steamer "HONGSHAN," Capt. W. E.
CLARKE, leaving Hongkong at 2 p.m., and
Macao at 8 a.m. Connection made at Macao
with Company's Steamer to and from Canton.
Cable Address—"Boavista."
CLARKE & CO.,
Proprietors.
For Terms, apply
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INSURANCE
FOR Many years the STANDARD LIFE
OFFICE has paid away upwards of
HALF a MILLION POUNDS STERLING
per annum in DEATH CLAIMS. Its Funds,
yearly increasing, exceed £5,500,000 Sterling,
and the Revenue is upwards of £1,100,000
Sterling per annum. The business is conducted
with Economy, the Premiums are Moderate,
and the Conditions will be found unusually
liberal. For Rates and all Particulars, apply to
DODWELL & CO., LD., Agents.
Hongkong, 12th February, 1901.

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wices, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—162 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

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City Office: 7, Duddell Street.
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PUNNETT'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS—PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.
THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE,
Proprietor.
J. H. DOWNS,
Manager.
Hongkong, 8th September, 1900.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed estab-
lishment is pleasantly situated in the centre
of PRAYA GRAND, facing south, with a
charming view of the sea from the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine is excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee" [1910]
SINGING, PIANO, MANDOLINE,
AND GUITAR.
SIGNOR CATTANEO, having returned to
the Colony, has resumed Tuition.
TERMS ... \$10 per Month.
(Two Lessons per Week).
Application may be made by intending
Pupils through the ROBINSON PIANO Co.
Hongkong, 22nd April, 1901.

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LIMITED.

WINE AND SPIRIT MERCHANTS,

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND... \$10.80

B.—GLENROCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

E.—WATSON'S SPECIALITY

VERY OLD LIQUEUR

SCOTCH WHISKY... \$15.00

of superb quality and great

age. Pronounced by all

connoisseurs to be the BEST

BRAND in the FAR

EAST.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

MARRIAGES.

At St. Mark's, Soreham, on the 6th April, by the Rev. P. H. Haines, Colonial Chaplain, Malacca, H. MONTAGU HARRIS, Deputy Commissioner of Police, Federated Malay States Civil Service, son of Colonel HARRIS, of Tunbridge Wells, to MARGARET, fourth daughter of the late H. C. PHILPOT, Esq., of Upton-on-Severn, Worcester-shire.

On the 10th April, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunckerley, JOHN J. HATCHER to LAURENTINA GUERREY, of Burlington, England.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th April, 1901.

In the course of the enquiries made by the Food Supply Commission last summer the subject of the possibility of making the New Territory supply cattle for the Hongkong market to a far greater extent than it does at present came up more than once. On the evidence of Inspector J. T. CORROON the average weight of cattle imported from the New Territory is from 200 to 300 cwt., compared with 600 to 700 from Huifung and 400 to 500 from Canton and Lin Chou. In the examination of Mr. C. VIVIAN LADDS, Colonial Veterinary Surgeon, the following passage occurred, as related in the report of the Commission:—

Dr. HARTIGAN: "We have heard evidence about the difficulty of feeding cattle in the New Territory, and one of the points was that the grass that would be required to feed them was all used up in smoking and burning bottoms of junks."

A: "That is all rubbish."

Q: "And there is no reason why we should not have cattle on the New Ter-

ritory?"

A: "Not a bit. I say that the New Territory ought to provide 10,000 cattle."

Here it may be noted that in 1899-23,582 head of cattle were used in the Colony; so that in the judgment of Mr. LADDS the New Territory should be able to supply between a half and a third of the total quantity required, instead of considerably less than a quarter, as at present. Again on the evidence of one of the two leading Chinese butchers there is "a lot more cattle wanted in Hongkong"; and on the testimony of Inspector CORROON the dealers in Hongkong do not buy the best kind of cattle, and the breed on the New Territory requires improvement.

It appears therefore from the evidence before the Commission that there is

ample scope for cattle breeding in the New Territory, which supplies the present time an inadequate quantity and an inferior quality. Meanwhile the Colony labours under the burden of enormously increased prices for beef, amounting to a rise of 33 per cent. in the last five years. A similar state of affairs exists with regard to pork, the New Territory apparently also a very promising field for pig-breeding. Mr. LADDS, asked before the Commission to suggest a practical method with regard to cattle-raising in the New Territory, advised that the Government should purchase a number of calves at so much a head, and distribute them over the various districts to every head man in each village and to deserving people in those villages, one to each, under a distinct understanding that they are to raise them for the Hongkong market, and when they are full-grown and sold that they are to repay to the Government the money which the animal cost. There seems on the surface no objection to Mr. LADDS' scheme, and we do not know what objection the Government could find to it. The question is one which we should like to see carefully discussed, and if it is not proved that such a scheme is impracticable we hope that time will not be lost in putting it into execution. No more feasible method of fighting the "ring" which has raised the price of meat was brought forward before the Food Supply Commission, and the Commission itself endorsed the suggestion when it recommended the Government to "encourage the villagers of the New Territory to breed cattle by providing them with funds for the purchase of stock (to be repaid when the animal is brought to market) or with heifers from a Government stockyard. It is now three years since the New Territory passed into British hands. It is time therefore that some efforts were made to convert it into something else than a heavy and unmitigated expense to the Colony. No doubt the elaborate system of land registration which the Government is carrying out is very important, but we cannot see that it need stop every attempt to begin making the Territory do something toward paying its way. Otherwise it merely remains a "white elephant" for years to come.

The French mail of the 25th March was delivered in London on the 23rd inst.

In a *Government Gazette Extraordinary* published yesterday Manila was proclaimed "a port or place at which an infectious or contagious disease prevails."

The *Maiching*, which arrived from coast ports yesterday, reports the French cruiser *Préant* and Japanese cruiser *Idzumi* and *Sama* at Amoy on the 22nd inst.

We are requested to state that the sale of the estate of the late Dr. A. P. de Carvalho will take place at 2 p.m. sharp on Saturday, instead of at 2.30 p.m. as previously advertised.

During the 24 hours ending at noon yesterday there were reported six fresh cases of plague, with six deaths (all Chinese); and two fresh cases of small-pox, with two deaths (Chinese).

Among the departures by the *Empress of India* yesterday was the Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary, who is now convalescent and goes to Japan for a holiday. Mr. A. Michie left by the same boat for England.

The East Asiatic Trading Co. informed us yesterday that they were in receipt of a telegram from Ningpo from the captain of the s.s. *Hainan*—reading as follows:—"Hainan total loss, Taichow Islands; passengers, crew saved."

It is possible that a large number of acres of arable land at Tai-po will shortly be the property of a Chinese syndicate. They intend to cultivate it in three or four different lots, and have already made arrangements for importing the latest designed ploughing machinery. A large proportion of the capital necessary has been subscribed, and it is said a Shanghai capitalist is the chief promoter of the scheme. We have made enquiries, and find that the venture is the result of the report of the Food Supply Commission, and that the idea is to cultivate the land and supply the Hongkong market with potatoes, cabbages, &c. For the conveyance of the products to the Hongkong market a number of launches and junks will be employed, and a good return upon the capital invested is anticipated.

In the report to be submitted to-day to the annual meeting of shareholders in and subscribers to the City Hall, it appears from the accounts that the balance in the hands of the Hon. Treasurer on 30th July, 1900, when the accounts up to 30th June, 1900, were closed, was \$2,728.51, showing a gain on the year's working of \$21.95. There is also a reserve fund consisting of \$13,542.55 on fixed deposit with the Hongkong and Shanghai Bank, including interest up to 24th June, 1900. The expenditure on repairs during the 12 months ending 30th June, 1900, amounted to \$2,025.42, including \$1,000 for repairing the exterior of the building, mentioned in last year's report. The interior of the theatre, the halls, staircases and entrance halls require redecoration, and it is hoped that this work will soon be taken in hand. There has been no change in the Committee.

Owing to the illness of the... are compelled to... the Kowloon... narrow... issue.

During the past six months over 1,000 Chinamen have arrived in Columbia, to earn their living as boot-makers and carpenters.

Mr. P. P. J. Wodehouse, Assistant Superintendent of Police, goes to India to-day by the steamer *Lightning* for a year's study of police duties in the Punjab.

The course for the 12th Club Race of the Royal Hongkong Yacht Club on Sunday, 29th inst., the Hon. Secretary states, will be No. 23, and not as previously stated.

The body of Walter Pugh, the stoker on R.M.S. *Humber* who was drowned whilst bathing in Taiwan Bay, Kowloon, on Saturday afternoon, was recovered on Tuesday and taken to the mortuary.

The Hon. Treasurer of the Alice Memorial and Nethercote Hospitals begs to acknowledge with thanks the following donation to the fund of the Hospitals:—Deutsch-Asiatische Bank, \$25.

An allowance of 1s. 6d. a day will in future be issued to officers serving with the local companies of the Royal Engineers at Singapore who attain proficiency in the language of the native soldiers under their command.

A Shanghai telegram to Japan says that the contemplated transfer to the German flag of the aforesaid shipping company, the price for which was to be deducted out of the indemnity due to Germany, has been abandoned, owing to a strong protest from the Chinese Government.

The rough total of the recent Palang census comes to \$3,500 odd, being an increase of some 20,500 over the 1891 figures. In the State Annual Report for 1898 the population was estimated at \$9,000, so that the increase during the two succeeding years is on a somewhat lower ratio than that during the previous eight.

We understand there is considerable dissatisfaction among the European employees of the Sanitary Board concerning the non-receipt of their sanctioned increase of pay. They compare their condition with the prison-wardens and the police, and state that while they are working on the old scale of pay, the others are reaping the benefit of the recent official increment.

According to the *Singapore Free Press* a home paper says:—"A young lady walking past a Berlin butcher's shop three days ago wearing a hat (sic) for a fox's head was set upon and severely bitten by the butcher's dog, who was attracted by the head of the animal." Evidently the dog thought the young lady to be on the wrong track, but she may be expected to steer clear of such innovations in toilet for the future.

According to a Japanese paper, the various undertakings which have been carried on since 1897 by the Japanese Government in connection with the establishment of a new Admiralty station at Maizuru, on the coast opposite the eastern shore of Siberia, were almost completed at the end of last year. Work on the structures is now proceeding so rapidly that the new Admiralty port may be formally opened early in November.

Last night at the Hongkong Club Mr. John Roberts met over the billiard table Mr. A. G. Stokes, who was chosen to uphold the fame of this port. Mr. Roberts conceded 650 points in 1,000. Mr. Stokes reached his 800 to the Champion's 305, but by the interval the latter had put on another 100 while Mr. Stokes was at 803. On resumption, with breaks of 107 and 123, Mr. Roberts caught his opponent at 854, and finally won by 67 points. H.E. the Governor was amongst the spectators.

The lawn tennis results in the H.K.C.C. tournaments yesterday were as follows:—Double Handicap—C. M. G. Burnie and A. B. Rouse, 3/6, beat H. J. Gedge and Wei On, 2/6 (6-2, 4-6, 8-6); A. class Handicap—A. Humphreys, 2/6, beat J. A. Jupp, 1/6 (6-3, 6-2); Professional Pairs—E. J. Grist and T. Sarcombe Smith beat C. H. Gale and J. Lee (6-2, 6-1); Championship—P. A. Cox beat E. P. Mackay (6-2, 6-2, 6-2). To-day's fixtures are: Captain Wynmouth v. A. Brook Smith, E. G. Barrett v. H. W. Slade, H. Pinckney v. E. F. Mackay.

The Colonial cricket campaign came to an end in February, and the season's averages for the games between the three great states of Victoria, New South Wales and South Australia are now public property. Clement Hill, the great left-hand batsman, heads the list with 620 runs for six completed innings, giving him the phenomenal average in class contests of 103.39, but this extraordinary state of things is largely brought about by his gigantic score of 365 (not out) against New South Wales. The medical student L. Poidevin is second, with 77.50 for two completed innings, Syd Gregory third, with 71.66 for six. Victor Trumper fourth, with 65.42 for seven. Harry Stickney fifth, with 58.75 for four, and M. A. Nobis sixth, with 50.23 for seven. The three best bowlers have been F. Saunders, of Victoria, 31 wickets for 16.19 runs each; J. Travers, Australia, 29 for 20.75 each; and J. Marsh, the New South Wales blackman, 24 for 23.66 each. It is worth noting that both Hill and Stickney are left-handed batsmen, and that both Saunders and Travers are left-handed bowlers.

TELEGRAMS.

DAILY PRESS SERVICE.

[FROM OUR CORRESPONDENT.]

GENERAL NEWS.

London, 23rd April, 9.55 p.m.

THE NEW LOAN.

The list of the new issues of Consols still remains open, notwithstanding the fact that it is several times over-subscribed already.

GERMANY AND FRANCE.

The German Chancellor has requested M. de Noailles, French Ambassador at Berlin, to thank President Loubet and the French Government for the sympathy shown by France to Germany in connection with the death of Major-General von Schwarzkopf at Peking.

REUTER'S SERVICE.

London, 22nd April.

MILITARY SYSTEMS.

Mr. Brodrick has appointed a committee to consider the systems of Woolwich and Sandhurst, and to report upon the desirability of making changes in the present methods of entering the army.

SOUTH AFRICA.

General French's headquarters have returned to Johannesburg. General French is indisposed.

THE NEW CONSOLS.

It is stated that arrangements have been completed to raise the other half of the new British loan in America.

LONDON, 22nd April.

THE NEW CONSOLS.

The loan of £39,000,000 is already amply covered.

THE COAL TAX.

Sir Michael Hicks-Beach is willing to make concessions in respect of Coal contracts concluded prior to the 18th April.

SOUTH AFRICA.

Mr. Cartwright, editor of *The South African News*, has been sentenced to a year's imprisonment for libelling Lord Kitchener.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 21st April.

A STEAM LAUNCH ACCIDENT AND ITS CONSEQUENCES.

For a considerable time a great many steam-launches, foreign and Chinese, have been plying between this port and different riverine stations, a business which I believe is a very remunerative one. On Friday last, while the British launch *Hong An*, owned by Mr. J. Watts, of Hongkong, was on her way to Tat-poon, a place about 15 miles distant from here, owing to the shallowness of the water at some of the places she got on a mudbank. At the time the launch carried a large number of passengers, and with a view to lightening her, so as to get her off the bank, three sampans were hauled alongside and all the passengers discharged into them. This procedure had the desired effect and the launch soon got off. The passengers then commenced re-embarking, but it so happened that one of the sampans didn't manage to reach the launch in time, and the latter departed to her destination. Those so left behind naturally felt greatly exasperated and when they eventually got to Tat-poon proceeded on board the steam-launch and giving vent to their outraged feelings, demolished everything they laid their hands on. When they considered themselves satisfied they left the launch. As good luck, or otherwise, would have it, two of the crowd did not make their escape hastily enough, and were consequently brought down to Swatow. On their arrival here the two Chinese were handed over to the Taoposee and the circumstances reported to the British Consul.

THE CHINESE BENT ON VENGEANCE.

When the last stage of the incident got to be known, those at Tat-poon resolved not to allow the said steam-launch to continue running. On her arrival the following day, the villagers repaired on board her and did further damage; they gave the crew a sound beating (one was especially badly mauled about), and last of all prevented the launch from returning to Swatow. On receipt of the news here, the matter was straightway brought to the notice of the British Consul, who in turn made an energetic protest to the Chao Yang Hsien, demanding the prompt release of the launch.

THE FINAL ISSUE AWAITED.

There is no doubt the launch will be soon, if she is not already, restored to her owner, but in any case it just shows the far-reaching consequences of a slight accident of the nature described. In the minds of foreigners, it is as

hoped the Chinese will be made to pay dearly for such a wantonly and senseless attack.

Swatow, 22nd April.

SUPERVISOR OF THE CHINESE AUTHORITIES.

Since the British Consul wired to the Chao Yang Hsien, over two days ago, about the outrage described above, this official has not even yet set about effecting the release of the vessel by detaching his men for that purpose. The Chinese owners of the launch approached the nearest official of Tat-poon, the Chao-ling-Zee, prevailing on him to use his powers in freeing the vessel, but this dignitary staunchly refused any interference on the plea of having received no instructions from his immediate superior, the Chao Yang Hsien.

Swatow, 23rd April.

A CONNECTION.

It appears that the British Consul did not wire to the Chao Yang Hsien, but to the Taotai, the head official residing at Chowchow. This latter under ordinary circumstances issues his instructions to his subordinate, the Chao Yang Hsien, who was to have seen to the prompt release of the launch. This official neglected to form the duty entrusted to him and the launch is still in the hands of the Chinese.

THEATRE ROYAL.

After the second appearance of *The Masked Ball* of Jane, which came off successfully last night, Mr. Brough puts on Mr. Anthony Hope's charming comedy, *The Adventure of Lady Ursula*. The plot of this play is laid between the years of 1790 and 1770, and this fact permits of some rich and handsome dressing of the characters in the courtly costumes affected in high life during that period. The heroine of the whole story, Lady Ursula Harrington, is a high-spirited, but venturesome and unconventional young lady, residing with her brother at Edgeware, near London. Amongst the neighbours is Sir George Sylvester, a young man who has at an earlier period earned a reputation as a successful duellist. In one of these duels he has killed a dear friend, and ever afterwards he foregoes the pastime. In addition he takes an oath never to indulge in the company of women, as it was through one of these that the duel was brought about. Consequently, he does not visit the homes of ladies, nor does he admit them to his house. Such an idea excites the fancy of Lady Ursula, who makes a wager of half-a-dozen pairs of silk stockings, with Miss Dorothy Fenton, betrothed to her brother Lord Hensendon, that she will enter Sylvester's house. Her plan is to take a walk in the vicinity of the mansion, and then, by feigning faintness, obtain an invitation to enter and rest. The plot does not work out well, however, as Sir George proves adamant. The application of Lady Ursula's servant Quillon for admission for his mistress is refused, and the lady is referred to the porter's lodge for admission, just as her brother happens to pass. The hot blood of the latter will not brook this insult to a Barrington, and all the reputation of Sir George does not prevent him from intimating a desire for a meeting. Lady Ursula, however, fearing greatly for her brother's safety, desires to place the facts before Sir George in order to prevent the duel taking place. How to obtain an interview is the problem, solved at last by a determination to go on a visit to a second brother, Walter, who is absent in France, and in this attire to reach the presence of Sylvester, explain the whole affair, and if necessary, force him to another duel, rather than allow of the meeting with Lord Frank. The interview is safely accomplished, and charmed by the wit and manner of the supposed lad, Sir George agrees to forego the fight. As the assumed Walter will not, for ostensible reasons, accept an invitation to spend the night with Sylvester, the latter decides to travel with him to town, but being naturally alarmed at the prospect, the masquerading lady flees from the house after nearly knocking down the Rev. Mr. Blimboe (Mr. Brough) in the night. Blimboe has just been to see Lady Ursula, and has been told by the family that she is in bed with a headache. He tells Sylvester this, and the anger of the latter at the disappearance of his guest is changed to suspicion, then to certainty as to the supposed Walter's identity by the discovery of a marked handkerchief, which Ursula has dropped in her flight. Her ladyship in the meantime is driven to town, still in her brother's attire, and reaches her brother's house at a time when a party of merry men are carousing. This unexpected situation puts her in a quandary, and she refuses to enter, but is dragged in by the merry souls, and matters are altogether in a state of confusion, when Sir George, by this time half-enamoured of the daring lady, arrives in pursuit of her. Taking her to task for rushing so unceremoniously from his house, a quarrel ensues, and a duel between Sir George and the supposed Walter Harrington is arranged. Pistols are raised, and the triggers about to be pulled when Sylvester declines to fire from fear of hurting the brother of Lady Ursula, for whom he admits having the deepest regard. Back again at Sir George Sylvester's house, in the fourth act, the ending which might have been anticipated is arrived at, and all ends happily.

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HONGKONG GENERAL CHAMBER OF COMMERCE.

Following is the correspondence read at a meeting of the Hongkong General Chamber of Commerce on the 19th inst.

THE REGULATION OF SAILING CRAFT IN HONGKONG WATERS.

Hongkong, 19th March, 1901.

SIR,

The attention of my Committee has been drawn to the necessity of having some amendment in the regulations for controlling and directing the navigation of sailing craft within the narrow waters of the Colony. These regulations provide that vessels propelled by steam must give way to vessels driven by wind, and are fair and reasonable when applied to navigation in the open sea, but when applied to the approach to the wharves, and especially to the narrow waters of the Colony, they are altogether inadequate. It is necessary to have some regulations which will ensure the safety of the navigation of sailing craft, whose presence is frequently to be seen in the narrow waters of the Colony, and who have no right of way to steamers.

The latest instance of disaster resulting from this practice was afforded by the experience of the *Ocean Steamship Co's* steamer *Arcturion*, which, in endeavouring to avoid a junk standing in her way, went ashore in the narrow waters of the Colony, causing a heavy loss of life and property, and also to the severe mutilation of the vessel.

To obviate such disasters in the future, the Committee would suggest that, as far as the harbour entrance is concerned, the responsibility of keeping out of the way of incoming and outgoing steamers should be thrown on the small sailing vessels as is done in Singapore, where the following rule has been introduced in the local Port Regulations:—

"Small craft, except boats or junks going through the New Harbour, to keep out of the way of the steamers and to show their lights as required by the rules of the port."

The Committee are of opinion that if some similar regulation were to be enforced in the narrow waters of the Colony, it would tend to lessen the difficulties of entering or leaving a crowded harbour, and would, at the same time, impose no great burden on the small craft, and would be a fair and reasonable one.

I have the honour to be, Sir,

Your most obedient servant,

R. CHATTERTON WILCOX, Secretary.

Hon. J. H. STUART LOCKHART, C.M.G., Colonial Secretary.

Colonial Secretary's Office, Hongkong, 25th March, 1901.

SIR,

I am directed to acknowledge the receipt of your letter of the 19th inst., and to inform you in reply that His Excellency the Governor will be glad to have particulars of any other disaster of this kind that have occurred in the approaches to the Hongkong harbour.

I have the honour to be, Sir,

Your most obedient servant,

C. CLEMENTI, for Colonial Secretary.

THE SECRETARY, Chamber of Commerce.

Hongkong General Chamber of Commerce, Hongkong, 17th April, 1901.

SIR,

I have the honour to acknowledge receipt of your letter of the 28th inst. (1899) informing me in reply to my letter of the 19th inst. (proposing that rules for the regulation of sailing craft in the harbour and its approaches should be formulated) that His Excellency the Governor will be glad to have particulars of any disaster similar to the recent sinking of the *Maiching* that have occurred in the approaches to Hongkong harbour.

Many other cases of the kind are cited, but it is difficult to record them all, as no one seems to have kept any list of dates. About twelve years ago the British steamer *Taitung* struck on some rocks in the Lyantien Pass and broke her stern when endeavouring to avoid collision with a junk. Some years later the British steamer *Lightning* ran on the rocks off Green Island, the P. & O. steamer *Arcturion* collided with a Chinese steamer off North Point, and the steamer *24th Nov* went ashore on North Point on the 14th November, 1890, all through trying to avoid a junk. The steamer *Maiching* was the last of a series of disasters, when attempting to avoid a sampoon on the 24th December, 1892, by porting her helm, ran ashore near the old P. & O. Wharf. The steamer *Taitung* while trying on the 27th June, 1895, to avoid collision with a junk, struck the Praya Wall. The steamer *Whangpoo* sank a bullet boat that tried to cross her bows while entering port, one of Messrs. Simson & Co's steamers collided with a junk on the 17th November, 1898, when entering port, and the river steamer *Yuen* was in collision with a junk in Capatien Pass on the 13th January, 1901.

It is not only in the narrow approaches to the harbour that such disasters occur—steamers are increasingly liable to them in the fairway which yearly becomes more crowded. The memorable case in which the P. & O. steamer *City of Peking*, when entering port on the 29th November, 1895, collided with the M. M. steamer *Saghalien*, then lying at

NEW ADVERTISEMENTS

THE CITY HALL.

NOTICE.

THE ANNUAL MEETING OF SHAREHOLDERS in, and SUBSCRIBERS to, the CITY HALL will be held at 4 o'clock, P.M., TO-DAY (THURSDAY), the 25th April, in the St. Andrew's Hall.

F. B. L. BOWLEY,
Secretary.

Hongkong, 25th April, 1901. [1102]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Office of the undersigned, No. 14, Queen's Road Central, Hongkong, on THURSDAY, the 2nd May, 1901, at 4 o'clock in the afternoon, for the purpose of electing a Consulting Committee.

MEYER & CO.,
General Managers.

Hongkong, 25th April, 1901. [1101]

TO LET.

SPACIOUS GODOWN in ZETLAND ST., recently used as an Auction Room.

Apply to—
HEUERMAN, HERBST & CO.,
14, Queen's Road.

Hongkong, 25th April, 1901. [1105]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

MONDAY.

the 29th April, 1901, at Noon, at the Office of Messrs. Carmichael & Co.,

A Quantity of OFFICE FURNITURE, COUNTERS and SHELVES.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th April, 1901. [1103]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

WEDNESDAY.

the 1st May, 1901, commencing at 2.45 P.M., at No. 36, Morrison Hill Road.

A Quantity of

HOUSEHOLD FURNITURE

(Particulars from Catalogue).

Also

A COTTAGE, PIANO in good condition.

TERMS:—Cash on delivery.

On View from Tuesday, 30th April, p.m.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th April, 1901. [1107]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMAU.

THE Company's Steamship

"HAICHING,"

Captain Hall, will be despatched for the above ports TO-MORROW, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LAPELLE & CO.,
General Managers.

Hongkong, 24th April, 1901. [1098]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above ports TO-MORROW, the 26th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPELLE & CO.,
General Managers.

Hongkong, 25th April, 1901. [1100]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, PUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"GISELA,"

Captain Moser, will be despatched as above on WEDNESDAY, the 15th May, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 25th April, 1901. [1106]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SHINANO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 30th instant will be subject to rest.

No Free Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 3rd prox., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 23rd April, 1901. [1099]

TO LET.

HOUSE, No. 3, SEYMOUR ROAD, now occupied by E. JONES, Esq., 3 Storied European Residence, containing 6 ROOMS and commanding a good View of the Harbour.

Apply to—
DARLEY & CO.,
Agents.

18, Queen's Road Central.

Hongkong, 25th April, 1901. [1104]

NEW ADVERTISEMENT

CANDIDATES for POLICE in NAVAL YARD REQUIRED. Must be of Good Character and British Birth, between 25 and 35 years of age. Apply with Papers to—
COMMANDER,
H. M. Naval Yard,
Hongkong, 25th April, 1901. [1106]

ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (THURSDAY), APRIL 25TH.

THE

BROUGH COMEDY CO.

BROUGH COMEDY CO.

BROUGH COMEDY CO.

TO-NIGHT (THURSDAY) & TO-MORROW (FRIDAY), April 25th and 26th.

THE

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

"ADVENTURE OF LADY URSULA"

A Comedy in Four Acts, by ANTHONY HOPKINS.

SATURDAY and MONDAY,

April 27th and 28th.

THE

"SECOND MRS. TANQUERAY"

"SECOND MRS. TANQUERAY"

"SECOND MRS. TANQUERAY"

An Original play in Four Acts, by ARTHUR W. PINERO.

TUESDAY and WEDNESDAY,

April 30th and May 1st.

THE

"THE BRITTON BURGLARY"

"THE BRITTON BURGLARY"

"THE BRITTON BURGLARY"

An Original Farce in Three Acts, by FRED. W. SIDNEY.

The Box plans are now on view at the ROBINSON PIANO CO., where seats can be booked SIX DAYS IN ADVANCE.

Prices:—Boxes \$15, Dress Circle and Stalls \$3, Pit \$2, and Back Seats \$1.

Doors open 8.30; Curtain 9; Carriages 11.30.

Late Trains 15 minutes after Performances.

Hongkong, 23rd April, 1901. [1081]

JAPANESE THEATRE.

PERFORMANCES DAILY.

THE Fame of JAPANESE THEATRES is world-wide, and all the principal European Circuses engage Japanese Artists.

The Company now in Hongkong for a short period have over twenty male and female Artists, to whom they have to pay high salaries.

Amongst other numerous tricks may be mentioned cycling on a steel wire, and the jump several tens of feet high on the sea-saw.

In all the towns in which the Company have performed they have met with stupendous success. It is a fact that the artists are unparalleled.

LOCATION—
PRAYA RECLAMATION GROUND,
Opposite BONGHAI STRAND WEST.

COME AND SEE.

Day Performances from 2.30 P.M. to 5 P.M.

Night Performances from 8.30 P.M. to 11 P.M.

PRICES—

First Class \$1.00

Second " 0.50

Third " 0.25

Hongkong, 17th April, 1901. [1086]

NOTICE OF FIRM

NOTICE.

WE, the undersigned, have This Day been appointed AGENTS by Messrs. T. M. STEVENS & CO., of PORTLAND OR, for the sale of WEINER'S BRANDS OF AMERICAN BEER in Hongkong.

DOOLITTLE & POLLOCK.

Hongkong, 1st April, 1901. [1049]

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG

BEGS to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he will open a NEW DEPARTMENT on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.

Developing and Printing in all Branches executed with care and promptness.

Enlarging from small negatives a speciality. Hand Cameras refilled.

All kinds of repairs to apparatus undertaken. Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL, where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.

Hongkong, 1st April, 1901. [941]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [50]

POHOMULL BROTHERS

57 & 59, QUEEN'S ROAD CENTRAL,

WHOLESALE AND RETAIL

IMPORTERS AND EXPORTERS,

Have for Sale,

INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

Inspection is Solicited.

Hongkong, 8th November, 1900. [27]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 12% per Annum (Thirty Cents per Share) for Six months from 1st October, 1900, to 31st March, 1901, has been declared.

DIVIDEND WARRANTS will be issued and posted on and after THURSDAY, the 25th instant.

THE TRANSFER BOOKS will be CLOSED for Registration of Shares from the 24th to the 27th instant, both days inclusive.

By Order.

J. W. KEW,
Manager.

Hongkong, 23rd April, 1901. [1088]

WILLIAM POWELL, LIMITED.

INCORPORATED under the Companies Ordinance of Hongkong, whereby the Liability of Shareholders is limited to the amount of the SHARES.

CAPITAL \$120,000

DIVIDED INTO 12,000 SHARES OF \$10 EACH.

5,000 Shares have been Subscribed Privately, the remaining 7,000 Shares are offered to the Public.

DIRECTORS:

ALEXANDER TILLET,

CANADIAN PACIFIC RAILWAY CO.

HENRY HUMPHREYS,

Messrs. JOHN D. HUMPHREYS & SON.

BANKERS:

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

GENERAL MANAGEMENT.

The Management of the Business will be conducted as heretofore until the engagement of a competent Manager by the Co's Agents in London.

SOLICITORS:

Messrs. MOUNSEY & BRUTTON,

39 and 41, DES VEXES ROAD.

AUDITOR:

WILLIAM H. GASKELL.

PROSPECTUS.

The Company has been formed for the purpose of acquiring and extending the business at present carried on by W. POWELL & Co., Queen's Road Central, Drapers, Furnishers, Milliners, Outfitters, and Upholsterers, &c.

The business was established over sixteen years ago by WILLIAM POWELL, Junior, who has now retired owing to ill-health.

The centre is confident that the business can be further developed, especially in the furnishing department, with an increasingly profitable trade.

The purchase price is based upon the Balance Sheet of the vendor dated the 26th July, 1900, as certified by Wm. H. GASKELL, Accountant, and the Company will take the net profits as from the 1st July, 1900.

The vendor provides all preliminary expenses of the formation and bringing out of the Company, and the issue of its Capital.

The vendor, WILLIAM POWELL, Junior, will enter into an agreement with the Company for the sale and purchase of the business.

Prospectuses together with Application Forms, can be obtained at the HONGKONG AND SHANGHAI BANKING CORPORATION, Queen's Road, or from W. H. GASKELL, 14, Des Vexes Road.

Share Lists will CLOSE on the 30th day of April, 1901.

Hongkong, 4th April, 1901. [944]

HALL & HOLTZ, LIMITED.

THE NINTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Company's premises, Bank Road, on TUESDAY, April 30th, at 11 o'clock A.M., when the Balance and Accounts for the year ended 28th February, 1901, will be presented.

The TRANSFER BOOKS will be CLOSED from the 25th to 30th April inclusive.

By Order of the Directors.

E. PALMER,
Secretary.

Shanghai, 12th April, 1901. [1084]

UNIVERSAL TRADING CO., LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, instant, interest at the rate of TWELVE PER CENT. PER ANNUM will be CHARGED on all UNPAID CALLS until further notice.

ELLIS KELLY,
General Manager.

Hongkong, 19th April, 1901. [1090]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared.

Warrants will be issued on the 1st May.

By Order of the Board.

W. J. SAUNDERS,
Secretary.

Hongkong, 19th April, 1901. [1062]

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CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,

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DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised.

New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong.

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B. J. BARLOW.

Hongkong 1st June, 1899.

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Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1899. [278]

AUCTIONS

PUBLIC AUCTION OF VALUABLE HOUSEHOLD FURNITURE (Mostly of MARINBURK MAKE).

THE Undersigned has received instructions to sell by Public Auction.

TO-DAY (THURSDAY) & TO-MORROW (FRIDAY),

the 25th and 26th April, 1901, commencing each day at 2.30 P.M., at Nos. 2 and 4, Gage Street (CORNER OF LYNDHURST TERRACE).

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Apply to—
JOSEPH & CO.
1, Duddell Street.
Hongkong, 26th March, 1901. [865]

TO LET

"RAVENSHILL EAST."

Apply to—
DEACON & HASTINGS.
Hongkong, 24th April, 1901. [1095]

TO LET

"MEIRION S." the PEAK, a FIVE-ROOMED HOUSE, Completely furnished, from 1st May till 31st August.

Apply to—
PAUL BREWITT.
Care of DARTY & Co.
19, Queen's Road.
Hongkong, 15th April, 1901. [1016]

OFFICES TO LET

2ND FLOORS of Nos. 62A and 64, and **GROUND FLOOR** No. 68, QUEEN'S ROAD CENTRAL.

Apply to—
ON CHAI & CO.
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [324]

TO LET

A HOUSE in RYON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 18th March, 1901. [66]

TO LET

"STILLINGFLEET," PEAK ROAD.

6 ROOMED HOUSE from 1st May.

Apply to—
ARRATON V. APCAR & CO.
Hongkong, 14th March, 1901. [741]

TO LET

NOS. 2 & 5, RICHMOND TERRACE—

Immediate Possession.

Apply to—
LAU CHU PAK.
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

TO LET

"RICHMOND HOUSE," 11, ROBINSON ROAD.

Possession from May 1st.

Apply to—
L. T. M.
Care of Office of this Paper.
Hongkong, 22nd April, 1901. [1079]

TO LET

TWO very spacious and well ventilated **TWO-STORYED EUROPEAN RESIDENCES** with **GARDENS** and **TENNIS LAWNS**, each containing 6 Rooms, Bath, and Out-houses, in **MACDONNELL ROAD**, on Island Lot No. 1,509.

Apply to—
TANG LAP TING.
No. 18, Queen Street, Hongkong, or to
MOK MAN CHEUNG.
Butterfield & Swire.
Hongkong, 19th March, 1901. [1063]

TO LET

FURNISHED, "THE EYRIE," a spacious and grandly situated bungalow at Peak.

For Particulars apply to—
E. C. WILCOX.
8, Beaconsfield Arcade.
Hongkong, 25th April, 1901. [933]

TO LET

POSSESSION APRIL 1st.

NOS. 1 STEWART TERRACE.

Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

TO LET

WITH IMMEDIATE POSSESSION.

NOS. 2 SEYMOUR ROAD.

Apply to—
S. R.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

TO LET

HOUSE at MOUNT KELLET SPUR, now in occupation of H. MATTHEWSON.

Apply to—
LINSTEAD & DAVIS.
Hongkong, 27th March, 1901. [876]

TO LET

NOS. 45, ELGIN STREET, a SIX-ROOMED HOUSE.

Immediate possession.

Apply at—
No. 43, ELGIN STREET.
Hongkong, 11th April, 1901. [990]

TO LET

A VERY spacious and well-ventilated EUROPEAN HOUSE with a **GARDEN** and **TENNIS LAWN**, No. 37, ROBINSON ROAD, known as "FERNSIDE," containing 6 Rooms, Bath Room and Out-houses.

Possession from 1st June, 1901.

Apply to—
TAM TSZ KONG.
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1008]

BOARD AND RESIDENCE

MRS. GILL ANDERS

"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE

MRS. SIDNEY JEFFREY.

"VERITAS,"
BEACH ROAD WEST,
FELLSSTONE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

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COMFORTABLY FURNISHED ROOMS, with Board.
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Hongkong, 1st January, 1892.

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H. YERA.
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl. also Wanchai Amateurs' Requisites a Specialty.

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IN CHINA.

A LECTURE

BY
ALEXANDER MICHIE.

AUTHOR OF
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"THE SIBERIAN OVERLAND ROUTE," &c.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

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SPORE AND ANECDOTE.

BY AN OLD FOET.

THE AMERICAN CUP: WHAT IS IT? THE SPIRIT OF SPORT.

During the first year of the new century the sporting rivalry between England and America will be emphasised in a remarkable manner, for representatives of the United States and of the United Kingdom are sure to meet on the athletic enclosure, in the boxing arena, on the cricket field, in the autumn, on the golf links, on the lawn tennis court, on the Thames at Henley, and on the bosom of New York Bay at the princely pastime of yachting. I am afraid that the victories of our Transatlantic cousins will be too frequent to be pleasant. Englishmen have learned to accept defeat gracefully—but a succession of reverses becomes monotonous. We ought to hold our own on the plains of Philadelphia in cricket's manly toil, when Mr. Worsford-Brown's combination crosses "the pond." A representative body of lawn tennis players ought to be able to keep the world's championship in the hands of the All England Club, with its headquarters at Wimbledon, and possibly the "Quakers" from Pennsylvania University may be routed in row boats at the Henley regatta, but the issues of the other competitions can scarcely be looked forward to with confidence. All over the world at present enormous interest is being focussed on the yachting battle for the American Cup. Some folks have but a hazy idea what the American Cup really is. It is merely a jagged trophy, made of 100 ounces of silver, and is supposed to be valued at 100 guineas. This emblem was originally the property of the Royal Yacht Squadron, and on 22nd August, 1851, it was won by the yacht called the *America* at the Cowes regatta. In great glee the *America* was taken to New York, and under a deed of gift was given to the New York Yacht Club on the understanding that it should be treasured as a challenge vase "open to all nations." For over thirty years, Britishers have been vainly trying to regain the Cup—and many vast fortunes have been expended on what has hitherto proved futile. Sir Thomas Lipton has been fired with the ambition to "lift" that Cup, and we have been told that even as a boy on the banks of the Clyde he had some vague ideas of capturing this will-o'-the-wisp, which has lured so many yachtsmen to cross the "big pond." At any rate since success in commerce endowed Sir Thomas with great wealth, he has dreamed of annexing this prize, and it was during one of his sixty journeys across the Atlantic that he met Mr. H. H. H. and talked of his hopes. By the means of *Shamrock II.* in 1899, these aspirations were not realised, and the greater part of £120,000 was paid away and the Cup left behind. But Sir Thomas is not easily deterred. He challenged again, and next autumn we shall have another series of races, and fond hopes are being cherished that *Shamrock II.* will prevail. So far as the preparations have progressed, we have at present a singular triangular duel between three boat-builders. Mr. G. L. Watson, of Glasgow, the Herreshoffs, of Bristol Rhode Island, and Mr. B. B. Crowninshield, of Boston, Mass. Mr. Watson is the designer of Sir T. Lipton's *Shamrock II.*, the Herreshoffs of the *Columbia*, which belongs to a syndicate of New Yorkers, and Mr. Crowninshield, of the *Independence*, which is being built at the expense of Mr. Lawson a Boston stockbroker. Very probably the onthly on these three ventures will amount to a quarter of a million of money! As this is to win a policy silver cup, the game does not look worth the candle; but happily there are still some genuine contests in which the spirit of sport simply laughs at the greed of gold and guineas.

THE RIVAL BOAT DESIGNERS.—MR. CROWNINSHIELD, OF BOSTON.

At the present time even most egregious landlubbers are interested in the efforts of the rival designers. The least-known of the trim-virtu is Mr. Bowdoin B. Crowninshield, whose patron has now spent £70,000 on the *Independence* without any guarantee that the boat will compete. Mr. Crowninshield is a clean-shaven man, with an expansive forehead, penetrating grey eyes, a determined visage, square jaws, and square shoulders. He comes of an old Boston Bay family, who have been the designers, the artificers, and the shippers of their own boats for generations. In his case the force of heredity is evident, for when the young man left Harvard University eleven years ago his father made him an estate agent, telling him that there was more money in lead than water. Mayhap there is, but when his father joined the great majority Bowdoin B. Crowninshield guessed he was not cut out for fooling around on what Mrs. Partington described as "terra cotta." Since boyhood he had loved the sea and the cutting out of boats. He determined to embark in the boat business. Now Americans have a way of getting to the "tap root" of all matters. A Yankee trainer of thoroughbred horses is not averse to genuine hard labour, and he does not refuse to shoe, or as it is termed technically, to plate his own horses with shoes he considers the best adapted for him, the course and the condition of the turf to be raced over. In the same way Mr. Crowninshield, although one of Harvard's blue-bloods, learned all the drudgery, all the foundry work of boatbuilding, while he studied naval architecture. He left nothing to chance, and when finally he set up in business in Boston as a boat-designer he knew what was required from the top of the mast to the bottom of the keel, from prow to stern, and how a yacht should be made in every detail. He began by designing 16-footers, he speedily made a name, and during the last year or two has turned out some of the fastest yachting machines afloat. The *Independence* is

to combine several novelties, inasmuch as she is longer than the conventional 90-footer, has more sail area, and above all is to be fitted with two rudders—the one for ordinary steering, and another to enable the boat to catch every capful of wind in those peculiar calms off Sandy Hook. We shall see how the *Independence* turns out.

THE HERRESHOFFS OF BRISTOL, R.I.

The Herreshoffs of Bristol, R.I., are known the world over as the greatest of boat-builders. They are a most interesting family of seven brothers—three of whom are afflicted with blindness—a terrible calamity which has gradually crept upon them. Four brothers reside at Bristol, the most prominent being Captain Nathaniel Herreshoff, generally called "Captain Nat," a big man and a big worker, who has perfect eyes, and knows how to use them. Strangely enough he studied at the same technical institute in Boston as Crowninshield, and gained all possible certificates while he afterwards spent seven years in learning the practical part of marine engineering. Then he joined the firm at Bristol, and has designed and modelled all their crack yachts while he can handle, reef, or steer a boat with the best. The head of the Herreshoff firm Mr. John, is ten years "Natty" senior, and absolutely blind. And yet there is no detail of the business, either theoretical or practical, that he has not mastered. He is always in the works, and with his mental powers and delicate sense of touch adjusting this, correcting that, and guiding his skilled operatives just as if he could see as well as they can. When a lad in his teens he built a little yacht for himself—and he has never since failed to superintend the most intricate details of boat-building. The Herreshoffs have always been successful in building faster yachts than Englishmen, and when they are beaten the experts will indeed be surprised as they were when the Bristol brothers defeated James Burgess as a creator of racing craft.

MR. G. L. WATSON, OF GLASGOW.

We Britishers are repeating faith once again in Mr. G. L. Watson, the canny Scot, who some little time ago declared that in Nat Herreshoff he had "the very hardest man in the world to beat." His experiences in trying to win back the American Cup with *Thistle* and the *Valkyrie* have convinced him of the stupendous nature of his task. But Mr. Watson is not a despairing man. Mr. George Lennox Watson was born at Glasgow on 30th October, 1851, and was the eldest son of Dr. Thomas Watson, his mother being a daughter of Mr. Timothy Burstall, the engineer, who in 1829 competed against George Stephenson for the prize of £500, offered to the constructor of the first locomotive. We all know how George Stephenson's *Rocket* won, but what because of Mr. Burstall's *Perseverance* is not within my ken. Under these circumstances it is not astonishing that as a boy young Watson built a model theatre, and was fond of whittling out boats of wood with a penknife. After being educated in his native city he served four years in the shipbuilding yard of Messrs. R. Napier and Sons, and after that was a twelvemonth with Messrs. A. and J. Inglis. In 1872 he started business as a naval architect. With the assistance of moneyed friends he first built a five-tonner called *Peg Woffington*, and then superintended the construction of a steam yacht named *Amoy* for Mr. N. B. Stewart. Then he determined to build another small racing yacht of five tons. This proved to be the celebrated *Veil*, a boat which on new lines set the Clyde on fire by her many successes. To beat a champion Irish boat known as the *Pearl*, Mr. Watson turned out the *Clotilde* in 1873. This five-tonner realised all expectations, and Mr. Watson's reputation was established. Very rapidly he prepared that wonderful five-ton *Madge* of ten tons, while in 1880 he built the steel cutter *Vandura* for Mr. J. Clark, of Paisley, whose wonderful series of victories culminated when *Vandura* beat the Prince of Wales' *Formosa*. A small syndicate headed by Sir James Bell, of Glasgow municipal fame, commissioned Mr. Watson to build an American Cup challenger, and he turned out the *Thistle*. This boat failed, but she was afterwards bought by the Emperor of Germany, and earned a great reputation as *The Meteor*. Mr. Watson also turned out the *Valkyrie II.* and *III.*, which, however, left the Cup on the other side. But probably Mr. Watson's chief d'œuvre was the *Britannia*, a cutter built for the then Prince of Wales—our present King. The *Britannia* was probably the most successful yacht ever seen, and finally went out of commission with more winning pennants at her head than any half dozen of her rivals. Thus it will be seen that Mr. Watson has accomplished much. To beat the Herreshoffs and Crowninshield would be the realisation of the ambition of a lifetime, and would enable England to bring back that Cup—and compel the Yankees to come to our waters and sail for it again. What a much-needed stimulus this would give to British yachting! Early next month *Shamrock II.*, the last creation of Mr. Watson's genius, will begin her trials and tuning-up.

ENGLAND AND SCOTLAND AT FOOTBALL.

The match played at Glasgow last Saturday between representative eleven of the English and Scotch Leagues resulted in the extraordinary score of six goals to two in favour of Scotland, and yet we find a Scotch critic declaring that it was anything but a one-sided game, and that the Englishmen held their own in most departments save shooting. I dare say the writer may be perfectly correct, but my view of Association football is that the getting of goals is the primary object of all manoeuvres, and that the cleverest work in mid-field, and the efforts of the smartest wingmen are all nullified if there be hesitation, fumbling, weakness, indecision, and erratic marksmanship at close quarters. It is of no use blinking the fact that the English forwards did not combine effectively, and the feebleness of the three inside

men was lamentable. Charles Sagar, of Bury, and Haybold, of Liverpool, were frequent sinners, and even Athersmith as inside right is not Bloomer. The two Blackburn Rovers, the square-set Blackburn who faintly reminds one of Joe Lathfous when he was young, and little Rufus-haired Whittaker—on the extreme left and right respectively—acquitted themselves well; but what was the use of it all, when a man like Sagar could not reproduce his excellent club form. The English half-back line, Bull (North), Bannister (Burnley), and Needham (Sheffield United), were as a trio deficient in class, only the last-named being the right man in the right place. As a pair the English backs were weak. Crabtree is not the same man who played at full-back for England against Scotland at Birmingham in 1899. Young Palmer, the Everton right-back, improved as the game went on, but he is not an international man. At least, I don't think so. Under the circumstances it is a wonder that Kingsley had six goals scored against him, and then could not be blamed. The Scots generally proved strong, and that very largely because the Glasgow *Tanger* supplied no fewer than seven of the team, in this remaining one of the days when Queen's Park provided the majority of the players in the Scotch eleven. But the Queen's on Saturday had only Robert McColl, their famous centre, on view. Ronnie, of the Edinburgh "Hibs," formerly of the "Hearts," kept a good goal, but for once in a way Nicol Smith, one of the best backs in the world, was somewhat off colour, his club partner, John Drummond, being the finest man on the field, despite his 30 years of age. Athersmith had a sensible respect for Drummond's 13st. 7lb. and for such a mid-fielder as Whittaker to tackle him would have been like a squirrel trying to fall with a bear. The three Rangers' half-backs, Gilson, Neil, and Robertson, proved a great contrast to the English trio. Neil is about the size of Johnny Holt, and for a season played with Liverpool. He is clever with his feet, but not like Holt with his head. Jack Robertson was in good form, but rather over-weighted with the responsibility of office. In Robert Walker, of the Heart of Midlothian on the outside right—a novel position to him—and Alex Smith, of the Rangers, on the left, Scotland had two fine wingmen. Walker, who graduated with the Dalglish club—a junior team in Edinburgh—is only 22, but standing 5ft. 8in. and weighing 11st. he is a grand forward. Alex Smith, who is 5ft. 7in., scales 11st. 4lbs., and only in his 25th year, is one of the speediest men on the ball now playing. John Campbell, Walker's partner, was not seen at his best, but Hamilton, Smith's associate, is in rare goal-getting mood, and McColl showed to better advantage in the second half than in the first. Altogether it was a very curious game, but in scoring goals the Scots were easily first. But how is England to beat Scotland at the Crystal Palace next Saturday? That is what I want to know, even though Wales was beaten by 6-0 by the Englishmen on Monday. There is a difference between Wales and Scotland.

WANTED IMMEDIATELY.

A NURSEY GOVERNESS for a Child of 7.

Apply to—
O. P. Q.
Care of Hongkong Daily Press Office.
Hongkong, 20th April, 1901. [1068]

WANTED.

EUROPEAN NURSEMAID.

Apply to—
"H."
Care of Daily Press Office.
Hongkong, 5th April, 1901. [957]

WANTED.

DULY QUALIFIED SURGEON for a Coasting Steamer carrying Native Passengers.

Applications, stating terms, &c., to be addressed to—
"SURGEON,"
Care of Daily Press Office.
Hongkong, 5th March, 1901. [557]

WANTED—By the DAIRY FARM CO., LIMITED, a SECRETARY.

Apply by letter to the—
CHAIRMAN.
2, Albert Road, Hongkong.
Hongkong, 24th April, 1901. [1094]

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Messrs. JOHNSON, STOKES & MASTER.
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.

Apply to—
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

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Apply to—
E. L.
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

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THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899. [65]

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I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,791,189 18 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1897. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [32]

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	HERTY	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SOBRON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON	AMAX	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	CANTON	Brit. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th May.
LONDON	CALCAS	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 28th May.
LIVERPOOL DIRECT	PRINCESS	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 10th May.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 14th May.
BREMEN, VIA PORTS OF CALL	PRINCESS IRENE	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 24th May, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	YARRA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 8th May, at 1 p.m.
HAVRE & HAMBURG	KONIGSBERG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 3rd May.
HAVRE & HAMBURG	SEGROVIA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th May.
TRIESTE, &c. VIA PORTS OF CALL	AMBRIA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	CELESTIA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 15th June, p.m.
NEW YORK VIA SUEZ CANAL	ASTORIA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 3rd May.
VANCOUVER VIA SHANGHAI &c.	EXPRESS OF JAPAN	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 4th May.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 15th May.
VICTORIA & VANCOUVER, B.C. & INLAND SEA, &c.	TAKTAR	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow.
PORTLAND (O.E.)	KNIGHT COMPANION	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 1st May.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 20th May.
SAN FRANCISCO VIA AMOY, &c.	GALIC	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 1st May, at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 16th May, at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	STRATEGIC	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 9th May, at 5 p.m.
KOBE & YOKOHAMA	SHINANO MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
KOBE	PRINCESS	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 1st May.
TIENTSIN	KWEIYANG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 2nd May, at 5 p.m.
SHANGHAI & CHINGKIANG	ELITA NOSSACK	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	LYEEMOON	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
SHANGHAI	BALLAARAT	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 27th inst.
SHANGHAI & JAPAN	JAPAN	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On or about 7th May.
FOOCHOW VIA SWATOW & AMOY	ANFING MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 8th May, at Daylight.
SWATOW, AMOY & TAMSUI	HAICHING	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW, AMOY & TAIWAN	AKASHI MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 1st May, at Daylight.
TAMSUI VIA SWATOW & AMOY	DANIS MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 28th inst.
HAIPHONG	HAIPHONG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at Noon.
ILOILO & CEBU	HAIPHONG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 2nd May.
MANILA	SUNGKIANG	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow.
MANILA	YAWATA MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	ENEBALDA	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	On 27th inst. at 5 p.m.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Brit. str.	—	Butterfield & Swire	BUTTERFIELD & SWIRE	To-morrow, at Noon.

SHIPPING.

ARRIVALS.

April 22, YAWATA MARU, Japanese str., 2,700 tons, A. E. Moses, Yokohama and Nagasaki 20th April, General—NIPPON YUSEN KAISHA.

April 23, RAJABUJI, German str., 1,189, Ad. Ahlborn, Bangkok 17th April, Rice and Teakwood—BUTTERFIELD & SWIRE.

April 23, ZAFIRO, U.S. despatch vessel, 875, L. A. Cotton, Manila 20th April.

April 24, TASSANO, British str., 977, Baker, Bangkok 16th April, Rice—JARDINE, MATHESON & CO.

April 24, TAILER, German str., 828, T. Caden, Saigon 21st April, Rice—MEYER & CO.

April 24, KASHING, British str., 1,155, R. Sanderson, Tientsin 16th April, Groundnuts—BUTTERFIELD & SWIRE.

April 24, HAICHING, British str., 1,267, T. P. Hall, Foochow, Amoy and Swatow 22nd April, General—DOUGLAS LAFRAIK & CO.

April 24, HIKOSAN MARU, Jap. str., 1,302, P. Hallstrom, Katsushima 19th April, Coal—B. R. J. J. J.

April 24, HAIPHONG, British str., 781, Daburst, Haiphong and Pakhoi 22nd April, General—DOUGLAS LAFRAIK & CO.

April 24, HAICHING, German str., 1,082, Crawford, Canton 24th April, General—SIEMSEN & CO.

April 24, WOSANG, British str., 1,127, Johns, Canton 24th April, General—JARDINE, MATHESON & CO.

April 24, MICHAEL J. JENSEN, German str., 710, J. Jensen, Haiphong 20th April and Hailow 23rd, General—JENSEN & CO.

April 24, YOKOHAMA, British str., 1,062, Finlayson, Saigon 20th April, Rice and General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office, 24th April.

Telomach, British str., for Singapore.

Pakistan, British str., for Bangkok.

Anigo, German str., for Swatow.

Placid, German str., for Shanghai.

Haiching, German str., for Chinkiang.

Varia Jensen, German str., for Singapore.

Anping Maru, Jap. str., for Swatow.

Yuko Maru, Japanese str., for Chiofo.

Szechuen, British str., for Shanghai.

DEPARTURES.

April 24, TAMSUI, British str., for Sydney.

April 24, EXPRESS OF INDIA, British str., for Vancouver.

April 24, SEZCHUEN, British str., for Shanghai.

April 24, ANFING MARU, Jap. str., for Swatow.

April 24, YUKO MARU, Jap. str., for Chiofo.

April 24, MARIE JENSEN, German str., for Singapore.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Bennington, Lany Tung, Hongkong, Pingquey, Compania de Filipinas, Suez, Kueiyang, Burnside, Argus, Athenian, Kaitong, Swift, Hongkong, Adamastor.

COSMOPOLITAN DOCK.—U.S.S. Concord, Colonia, Petriana.

SHIPPING REPORTS.

The British steamer Neuchamp, from Saigon 20th April, had light to moderate monsoon throughout.

The British steamer Tamsui, from Bangkok 16th April, had moderate S.W. monsoon and fine, clear weather.

The British steamer Kashing, from Tientsin 16th April, had fresh N.E. breeze to Bonham; from thence light breeze and thick fog.

VESSELS PASSED ANKER.

April 3, Dutch str., Koningin, Van der Putte, from Rotterdam for Batavia.

April 3, Dutch str., Prinses Sophia, Soomer, from Batavia for Amsterdam.

April 4, Dutch str., Titan, Rorison, from Amsterdam for Batavia.

April 7, British str., Apollo, from Dunkirk for Sourabaya.

April 8, Dutch str., Koningin Regentes, Koningin, from Amsterdam for Batavia.

April 10, Dutch str., Gode, Le Clercq, April 10, from Batavia for Rotterdam.

April 10, German str., Augsburg, Schutt, from Tientsin for Batavia.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship "LYEEMOON," Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 26th inst., at 5 p.m.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 23rd April, 1901. [1092]

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VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 25th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 20th April, 1901. [1066]

VESSELS ON THE BERTH

FOR SHANGHAI AND CHINGKIANG.

THE Steamship "ELITA NOSSACK," Captain Bruhn, will be despatched as above TO-DAY, the 25th inst., at 4 p.m.

For Freight apply to EAST ASIATIC TRADING CO., Ltd., Agents.

Hongkong, 23rd April, 1901. [1089]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 25th April.

S.S. "CARLSBERG" About 15th May.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA TO-DAY (THURSDAY), the 25th April.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 23rd April, 1901. [14]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship "YAWATA MARU," 3,873 tons gross, Captain A. E. Moses, will be despatched for the above port TO-MORROW, the 26th inst., at 4 p.m.

This new Mail steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901. [1042]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "ESMERALDA," Captain G. T. Blackland, will be despatched as above on SATURDAY, the 27th inst., at 5 p.m.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th April, 1901. [1077]

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Hongkong, 30th April, 1901. [1077]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU	{ KOBE and YOKOHAMA }	FRIDAY, 26th April, at Daylight.
G. E. P. Cook		
KAGOSHIMA MARU	{ BOMBAY, via SINGAPORE and COLOMBO }	FRIDAY, 26th April, at Noon.
K. Kori		
YAWATA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE }	FRIDAY, 26th April, at 4 p.m.
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 13th April, 1901. [13]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

NIPPON YUSEN KAISHA

Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	3,897	J. Teuchridge	April 26th
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,902	J. Pantan	May 25th
DUKE OF FIFE	3,821	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, £28.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; TACOMA TO NEW YORK is 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £25.

The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 16th April, 1901. [11]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

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FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

NIPPON YUSEN KAISHA

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SOBRON	Noon, 27th April	See Special Advertisement.
	L. M. Wilmer, R.N.R.	April	
SHANGHAI	BALLAARAT	About 27th April	Freight or Passage.
SHANGHAI AND JAPAN	JAPAN	About 7th May	Freight or Passage.
PAN	G. K. Wright, R.N.R.	May	
KOBE	TIENTSIN	About 1st May	Freight only.
LONDON	CANTON	About 18th May	Freight or Passage.
	C. F. Lockstone, R.N.R.	May	

NIPPON YUSEN KAISHA

PASSENGER SEASON, 1901.

VESSELS ON THE BERTH
OCEAN TEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
GLASGOW and LIVERPOOL	"MACHAON"	On 9th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 23rd May.

FOR	STEAMERS	TO SAIL
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 23rd May.
LIVERPOOL	"PYRRHUS"	On 10th May.
LIVERPOOL	"ULYSSES"	On 24th May.

Hongkong, 20th April 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	On 26th April.
TIENSIN	"KWEIYANG"	On 2nd May, at 5 P.M.
ILOILO and CEBU	"KAIFONG"	On 2nd May.

Hongkong, 24th April 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CEYLON, AND AMOY.

THE Steamship "SOBRON" Captain L. M. Wilson, B.N.R., carrying His Majesty's Mail, will be despatched from this for Marseilles and London on SATURDAY, the 27th April, at Noon, taking passengers and cargo for the above ports.

All cargo for Marseilles and London will be conveyed direct without transshipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship "DAIJI MARU" Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 29th inst. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd April, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship "TARTAR" (4,425 Tons) Captain G. D. Bowles, will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBÉ and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe. For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 5th April, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DUEBOUT, SOYET, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th May, 1901, at 1 P.M. the Company's Steamship "YARRA" Captain Negre, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels must be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd April, 1901.

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. GALEIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

DOIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GALEIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice-versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th April, 1901.

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, May 16, 1901, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 11, 1901, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 4, 1901, at Noon.

THE Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th May, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding orders for OVERLAND RAILROUTES TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA NEW AND SUB CANAL.

PROPOSED SAILINGS FROM HONGKONG. "FERDINAND" 3rd May. "AFRIDI" 24th May. "HILLGLEN" 14th June. "LOWTHER CASTLE" 30th June.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 20th April, 1901.

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with IMPERIAL STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

Hongkong, 24th April, 1901.

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW, VIA SWATOW AND AMOY.

THE Company's Steamship "ANPING MARU" Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 8th May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

operating the New First Class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION" between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBÉ and YOKOHAMA.

THE Steamship "KNIGHT COMPANION" will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES & CO. Hongkong, 17th April, 1901.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

ANDREW O'BRIEN, American ship, Amesbury—Standard Oil Co.
CLAYBURN, British str., J. Barker.—Dodwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migue Orta.—Brandao & Co.
LOUISE J. KENNY, Amr. sch., A. H. Olsen.—Master.

PRESIDENT, British bark, R. B. Munro.—Chinese.
SEA WITCH, American ship, Howes.—Master.

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "CALCHAS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 26th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1901.

STEAMSHIP "INDUS" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE
CONSIGNEES of Cargo in connection with above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 21st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 29th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on MONDAY, the 29th inst., at 4 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 21st April, 1901.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE Steamship "BENVOLICH" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 29th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 10th prox., or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd April, 1901.

BOOKBINDING by European method with the best material and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

DAVID CORSE & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX TARP OILING ARNOLD, KARBEG & CO., Sole Agents.

Hongkong, 24th April, 1901.

NOW READY.

THE CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA.

PHILIPPINES, BORNEO, &c.

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of CHINA, Peking, Tientsin, Hankow, Shanghai, Nanking, Canton, Kowloon, Hongkong, Amoy, Swatow, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya, Medan, Palembang, Bangkok, Saigon, Haiphong, Hongkong, and its Dependencies.

THE CHRONICLE AND DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.

Royal Octavo—Complete with Fourteen Maps and Plans, pp. 1,498, 88.50. Directory only pp. 1,104, 54.50.

It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now greatly below the equivalent of £1.5s. at which it was originally published.

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POST OFFICE NOTICES.

The City of Peking, with the American Mail, left Shanghai on Monday, the 22nd inst., at 10 a.m., and may be expected here to-day.

The *Ballarat*, with the English Mail of the 20th March, left Singapore on Sunday, the 21st inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 22nd February.

The *Gladie*, with the American Mail dated San Francisco the 26th ult., left Yokohama on Saturday, the 20th inst., at daylight, and may be expected here on or about Monday, the 26th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore	Amoy	Thursday, 25th, 9.00 A.M.
Singapore	Heungshan	Thursday, 25th, 1.15 P.M.
Singapore	Amara	Thursday, 25th, 2.00 P.M.
Singapore	Elita Nossack	Thursday, 25th, 2.00 P.M.
Singapore, Penang and Calcutta	Lightning	Thursday, 25th, 2.00 P.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Strathgyle	Thursday, 25th, 3.00 P.M.
Shanghai	Wong	Thursday, 25th, 3.40 P.M.
Canton	Powen	Thursday, 25th, 5.00 P.M.
Kobe and Yokohama	Shinano Maru	Thursday, 25th, 5.00 P.M.
Singapore, Amoy and Tamsui	Haiting	Thursday, 25th, 5.00 P.M.
Haiphong	Haitong	Friday, 26th, 11.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Olympia	Friday, 26th, 11.00 A.M.
Singapore, Colombo and Bombay	Kagoshima Maru	Friday, 26th, 11.00 A.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yasata Maru	Friday, 26th, 3.00 P.M.
Shanghai	Lyceum	Friday, 26th, 4.00 P.M.
Shanghai	Singhling	Friday, 26th, 4.00 P.M.
Europe, &c., India via Tientsin		Saturday, 27th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Moji	Hikosa Maru	Saturday, 27th, 4.00 P.M.
Shanghai	Emerald	Saturday, 27th, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco		Saturday, 27th, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)		
Kobe, Yokohama, Vancouver and Victoria, B.C.	Tortar	Sunday, 28th, 5.00 P.M.
Europe, &c., India via Tientsin		Sunday, 28th, 5.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Hollo and Cuba	Katong	Sunday, 28th, 4.00 P.M.
Tientsin	Katong	Sunday, 28th, 4.00 P.M.

TO-DAY.

Sale, Furniture, 2 and 4, Gage Street, Mr. G. P. Leung, 2.30 p.m.

Meeting of Shareholders and Subscribers City Hall, St. Andrew's Hall, 4 p.m.

Japanese Theatre, Reclamation Ground, Bonham Street West, at 2.30 and 8.30 p.m.

Brough Comedy Company, City Hall, 9 p.m.

The Adventure of Lady Wanda

COMMERCIAL CLOSING QUOTATIONS.

ON LONDON.	ON PARIS.	ON GERMANY.	ON NEW YORK.	ON BOMBAY.	ON CALCUTTA.	ON SHANGHAI.	ON HANKOW.	ON MANILA.	ON SINGAPORE.	ON BATAVIA.	ON HAIPHONG.	ON SAIGON.	ON BANGKOK.
Telegraphic Transfer 1/11 1/2	Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 1/11 1/2	Bank Bills, at 4 months sight 1/11 1/2	Credits, at 4 months sight 1/11 1/2	Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 1/11 1/2	Bank Bills, at 4 months sight 1/11 1/2	Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 1/11 1/2	Bank Bills, at 4 months sight 1/11 1/2	Bank Bills, on demand 1/11 1/2	Bank Bills, at 30 days sight 1/11 1/2	Bank Bills, at 4 months sight 1/11 1/2

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Peking*, with mails, &c., left Shanghai for this port on the 21st inst., at 10 a.m.

The O. & A. steamer *Gladie*, with mails, &c., from San Francisco to the 30th ult., via Honolulu, has arrived at Yokohama, and left for this port on Sunday morning, the 21st inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th inst.

The P. M. steamer *China*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 17th inst.

THE ENGLISH MAIL.
The P. & O. steamer *Ballarat* left Singapore for this port on Sunday, the 21st inst., at noon, with the outward English mails, and is due here to-morrow, at about noon.

THE INDIAN MAIL.
The Indo-China steamer *Kunming*, from Calcutta and the Straits, left Singapore for this port on Friday, the 18th inst., at 5 p.m.

THE GERMAN MAIL.
The Imperial German mail steamer *Preussen*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Friday, the 19th inst., and may be expected here on or about Wednesday, the 1st May.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* left Vancouver on Monday, the 16th inst., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The N. Y. K. steamer *Kagoshima Maru* (Bombay Line) left Shimonoseki for this port on the 21st inst., and is expected to arrive here on the 25th inst.

The H. A. L. steamer *Seyoia*, from Hamburg, left Singapore for this port on Saturday, the 20th inst., and may be expected here on or about Friday, the 26th inst.

The P. & O. steamer *Tientsin* left Singapore for this port on the 22nd inst., at 5 p.m.

The E. & A. steamer *Euterpe* left Port Darwin for this port via the 27th inst., and is due here on or about the 27th inst.

The M. P. steamer *Glenloch* sailed from Yokohama for Hongkong on the 14th inst.

The P. & O. steamer *Tientsin* left Bombay for this port on the 10th inst.

JOINT STOCK SHARES.

STOCKS.	No. of SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	100,000	12 1/2	12 1/2
Bank of China & Japan, Ltd.	100,000	2 1/2	2 1/2
Do. Peking	100,000	2 1/2	2 1/2
National Bank of China, Ltd.	100,000	2 1/2	2 1/2
Do. Peking	100,000	2 1/2	2 1/2
MARINE INSURANCE.			
Union Ins. Society, Ltd.	10,000	2 1/2	2 1/2
China Traders Ins. Co., Ltd.	10,000	2 1/2	2 1/2
North China Ins. Co., Ltd.	10,000	2 1/2	2 1/2
Yangtze Ins. Assn., Ltd.	10,000	2 1/2	2 1/2
Canton Ins. Co., Ltd.	10,000	2 1/2	2 1/2
Straits Insurance Co., Ltd.	10,000	2 1/2	2 1/2
FINANCIAL.			
Hongkong Fire Ins. Co., Ltd.	10,000	2 1/2	2 1/2
China Fire Ins. Co., Ltd.	10,000	2 1/2	2 1/2
SHIPPING.			
Hongkong, Canton and Amoy S. N. Co., Ltd.	10,000	2 1/2	2 1/2
Indo-China S. N. Co., Ltd.	10,000	2 1/2	2 1/2
China & Manila S. N. Co., Ltd.	10,000	2 1/2	2 1/2
Douglas Steamship Co., Ltd.	10,000	2 1/2	2 1/2
China Mutual S. N. Co., Ltd.	10,000	2 1/2	2 1/2
Do. Ordinary	10,000	2 1/2	2 1/2
Do. do.	10,000	2 1/2	2 1/2
Star Ferry Co., Limited	10,000	2 1/2	2 1/2
Shell Transport & Trading Co., Limited	10,000	2 1/2	2 1/2
REFINERIES.			
China Sugar Refining Co., Ltd.	10,000	2 1/2	2 1/2
Amoy Sugar Refining Co., Ltd.	10,000	2 1/2	2 1/2
MINE.			
Panjo Mining Co., Ltd.	10,000	2 1/2	2 1/2
Do. Preference	10,000	2 1/2	2 1/2
Societe Fran. des Charbonnages du Tonkin	10,000	2 1/2	2 1/2
Queens Mines, Limited	10,000	2 1/2	2 1/2
Yokohama Mining and Trading Co., Ltd.	10,000	2 1/2	2 1/2
Bank Australia Gold Mining Co., Limited	10,000	2 1/2	2 1/2
Oliver's Freehold Mines, Limited	10,000	2 1/2	2 1/2
DOCKS, WHARVES, &c.			
Hongkong and Whampoa Dock Co., Limited	10,000	2 1/2	2 1/2
Hongkong and Whampoa Wharf and G. Co., Ltd.	10,000	2 1/2	2 1/2
WAREHOUSES AND STORAGE.			
New Amoy Dock Co., Ltd.	10,000	2 1/2	2 1/2
LANDS, HOUSES & BUILDINGS.			
Hongkong Land Investment Co., Ltd.	10,000	2 1/2	2 1/2
West Point Building Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong Hotel Co., Ltd.	10,000	2 1/2	2 1/2
Oriente Hotel, Manila	10,000	2 1/2	2 1/2
Humphreys Est. & F. Co.	10,000	2 1/2	2 1/2
COTTON MILLS.			
Two Cotton, Spinning and Weaving Co., Ltd.	10,000	2 1/2	2 1/2
Laon-lung-wan Cotton Spinning & Weaving Co., Ltd.	10,000	2 1/2	2 1/2
Soy Chee Cotton Spinning Co., Ltd.	10,000	2 1/2	2 1/2
Taihung Cotton Spinning Co., Ltd.	10,000	2 1/2	2 1/2
Wong & Dye Co., Ltd.	10,000	2 1/2	2 1/2
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	10,000	2 1/2	2 1/2
China Cement Co., Ltd.	10,000	2 1/2	2 1/2
A. E. Watson & Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong Electric Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong and China Gas Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong Paper Mills Co., Ltd.	10,000	2 1/2	2 1/2
Go. Fenwick & Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong Ice Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong High Level Tramway Co., Ltd.	10,000	2 1/2	2 1/2
Hongkong Waterworks Co., Ltd.	10,000	2 1/2	2 1/2
Dairy Farm Co., Ltd.	10,000	2 1/2	2 1/2
Caribbean & Co., Ltd.	10,000	2 1/2	2 1/2
H. & China Bakery Co., Ltd.	10,000	2 1/2	2 1/2
Campbell, Moore & Co., Ltd.	10,000	2 1/2	2 1/2
United Asbestos Oriental Agency, Limited	10,000	2 1/2	2 1/2
Tobacco Planting Co., Ltd.	10,000	2 1/2	2 1/2
China Provident Loan & Mortgage Co., Ltd.	10,000	2 1/2	2 1/2
Watkins, Limited	10,000	2 1/2	2 1/2
Universal Trading Co., Ltd.	10,000	2 1/2	2 1/2
China Light & P. Co., Ltd.	10,000	2 1/2	2 1/2
Robinson Piano Co., Ltd.	10,000	2 1/2	2 1/2
GRANITE COMPANIES.			
Albion Granite, Limited	10,000	2 1/2	2 1/2
Commercial Granite, Limited	10,000	2 1/2	2 1/2
Granite, Limited	10,000	2 1/2	2 1/2
La Favorita, Limited	10,000	2 1/2	2 1/2

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THE WEATHER.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	Remarks.
Hongkong	30.00	85	75	SW	10	10	Clear
Shanghai	30.00	85	75	SW	10	10	Clear
Amoy	30.00	85	75	SW	10	10	Clear
Canton	30.00	85	75	SW	10	10	Clear
Kobe	30.00	85	75	SW	10	10	Clear
Yokohama	30.00	85	75	SW	10	10	Clear
Manila	30.00	85	75	SW	10	10	Clear
Batavia	30.00	85	75	SW	10	10	Clear
Haiphong	30.00	85	75	SW	10	10	Clear
Saigon	30.00	85	75	SW	10	10	Clear
Bangkok	30.00	85	75	SW	10	10	Clear

HONGKONG TIDE TABLE.

Time.	High Water.	Low Water.
1st April	10.00	4.00
2nd April	10.10	3.50
3rd April	10.20	3.40
4th April	10.30	3.30
5th April	10.40	3.20
6th April	10.50	3.10
7th April	11.00	3.00
8th April	11.10	2.50
9th April	11.20	2.40
10th April	11.30	2.30
11th April	11.40	2.20
12th April	11.50	2.10
13th April	12.00	2.00
14th April	12.10	1.50
15th April	12.20	1.40
16th April	12.30	1.30
17th April	12.40	1.20
18th April	12.50	1.10
19th April	13.00	1.00
20th April	13.10	0.90
21st April	13.20	0.80
22nd April	13.30	0.70
23rd April	13.40	0.60
24th April	13.50	0.50
25th April	14.00	0.40
26th April	14.10	0.30
27th April	14.20	0.20
28th April	14.30	0.10
29th April	14.40	0.00
30th April	14.50	0.00

HONGKONG TIDE TABLE.

Time.	High Water.	Low Water.
1st May	15.00	0.00
2nd May	15.10	0.10
3rd May	15.20	0.20
4th May	15.30	0.30
5th May	15.40	0.40
6th May	15.50	0.50
7th May	16.00	0.60
8th May	16.10	0.70
9th May	16.20	0.80
10th May	16.30	0.90
11th May	16.40	1.00
12th May	16.50	1.10
13th May	17.00	1.20
14th May	17.10	1.30
15th May	17.20	1.40
16th May	17.30	1.50
17th May	17.40	1.60
18th May	17.50	1.70
19th May	18.00	1.80
20th May	18.10	1.90
21st May	18.20	2.00
22nd May	18.30	2.10
23rd May	18.40	2.20
24th May	18.50	2.30
25th May	19.00	2.40
26th May	19.10	2.50
27th May	19.20	2.60
28th May	19.30	2.70
29th May	19.40	2.80
30th May	19.50	2.90

HONGKONG TIDE TABLE.

Time.	High Water.	Low Water.
1st June	20.00	3.00
2nd June	20.10	3.10
3rd June	20.20	3.20
4th June	20.30	3.30
5th June	20.40	3.40
6th June	20.50	3.50
7th June	21.00	3.60
8th June	21.10	3.70
9th June	21.20	3.80
10th June	21.30	3.90
11th June	21.40	4.00
12th June	21.50	4.10
13th June	22.00	4.20
14th June	22.10	4.30
15th June	22.20	4.40
16th June	22.30	4.50
17th June	22.40	4.60
18th June	22.50	4.70
19th June	23.00	4.80
20th June	23.10	4.90
21st June	23.20	5.00
22nd June	23.30	5.10
23rd June	23.40	5.20
24th June	23.50	5.30
25th June	24.00	5.40
26th June	24.10	5.50
27th June	24.20	5.60
28th June	24.30	5.70
29th June	24.40	5.80
30th June	24.50	5.90

HONGKONG TIDE TABLE.

NAPIER-JOHNSON

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 The Public are hereby **CAUTIONED** against purchasing or dealing in any way with such Notes, as the Banque De L'Indo-Chine does not accept of liability for the same.
 By Order of the Chief Manager in Saigon.
 For the Banque De L'Indo-Chine.
 1. **HERINDOAGUE,**
 Acting Manager.
 Hongkong, 26th February, 1901. (68)

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